Misrepresentations, if There Were Any, in Organizing the Concern Don't Count New-Wall Street Interested in the Allegations Against Schwab.

The committee which is endeavoring to eorganize the United States Shipbuilding Company held a meeting yesterday morning at which the suit entered against the company in Trenton was thoroughly discussed. William Nelson Cromwell, counsel to the committee, would not say what steps were to be taken in defence, but asserted that the reorganization plan would not be abandoned.

George R. Sheldon, chairman of the reorganization committee of the company, said that the reorganization plan would be proceeded with and that the suit will in no way interfere with it, if a majority of the security holders assent to the plan. Next Thursday is the last day for depositing bonds and stock in favor of the plan. Mr. Sheldon made this further statement:

"We have no fight with vendors or promoters. We took the matter as we found it and put forth a plan which we thought was for the best interests of all. Every bondholder who has come here and learned the exact situation has had no objection offer to the plan.

To talk of separating the Bethlehem Steel from the United States Shipbuilding Company is as absurd as would be divorcing the Carnegie Company from the United States Steel Company. The Bethlehem Steel Company earns \$5 to \$1 earned by the other companies, and Mr. Schwab stands ready to take it over at any time, but he agreed to put up the \$2,000,000 cash capital in the interests of all concerned.

"The United States Sh pbuilding Company has defaulted on none of its obli-

The United States Shipbuilding Company has defaulted on none of its obligations, and has standing against it no notes falling due. Of course, the interest on the bonds is due on July 1, but that time has not yet arrived, and I cannot see that the court, in considering the application, may take for granted a default on the interest at that time as a ground for the state of the sta at that time as a ground for appointing a receiver. Whatever alleged representations or misrepresentations may have been made at the time of the formation of the com-pany is not a matter which concerns the reorganization committee, nor do I under-stand how it should be given any weight in this application.

this application."
Lewis Nixon said of the application for a receiver: "I am not the promoter of the company. I did not assist in preparing the financial plan. I sold my plant and business as a going concern and I did not receive an exorbitant price for it. Further than this, I have nothing to say. Others affected by the allegations in the complaint can answer for themselves."
The suit was the subject of much discussion in Wall Street yesterday. One of the clauses of the complaint which attracted attention was this: attention was this:

Attention was this:

Your orators charge that the president of the defendant, who has approved and recommended the adoption of said plan of reorganization, has been induced to do so in the interest of said Schwab, with the view of avoiding the investigation and exposure of his conduct by the court and through a disinterested receiver, on the express or implied understanding with said reorganization committee that if it succeeds in carrying out its plan, neither he nor his co-directors will be prosecuted for their misconduct and that no restliction will be sought from him by reason of his or their acts or omissions in connection with the organization and management of the defendant.

The complaint sets forth the holdings of

The complaint sets forth the holdings of the plaintiffs as follows: Roland R. Conklin, the plaintiffs as follows: Roland R. Conklin, \$141,000 of bonds and \$50 shares each of preferred and common stock; Max Nathan, \$47,000 of bonds and 125 shares each of the stocks; Jacob W. Mack, \$10,000 of bonds and 25 shares of each stock, and James D. Maguire, \$5,000 of bonds and 12 shares of each stock. Mr. Nathan and Mr. Mack are of the Nathan Manufacturing Company, one of the oldest of steam specialty makers.

FINANCIAL NOTES.

In bank stocks 95 shares of Bank of Com-nerge sold at 350@ 360. merce sold at 350@350.

The local movements of money this week are described by the New York News Bureau as follows: "The known movements of money indicate a net gain in cash by the banks of netween \$2,000,000 and \$2,500,000. Our exact figures are \$1,725,600, but banks not on our regular list are likely to swell the total to the maximum figures above mentioned. The banks lost to the Sub-Treasury (only part will show in to-morrow's statement \$3,184,000. regular list are likely to swell the total to the banks lost to the Sub-Treasury (only part will show in to-morrow's statement) \$3,184,000, on account of Sub-Treasury absorptions and gold exports to Argentina, but they gained net from the interior \$4,659,400. The official Sub-Treasury statement shows a loss by the banks to that institution of \$1,834,000, to which must be added \$1,550,000 gold coin shipped to Argentina. The total receipts of the Sub-Treasury up to the close of husipess on Thursday were \$20,282,000 and the payments \$18,448,000. Custonis collections amounted to \$2,704,093, against \$2,851,490 last week, and \$2,540,330 the week before. Collections for gold bars taken for export amounted to \$23,240,330 the week before. Collections for gold bars taken for export amounted to \$23,241,282. I isbursements for pensions footed up \$435,000, against \$469,000 last week, and \$818,000 the week before. The Sub-Treasury paid out \$898,361 for new gold on New York Assay Office checks and Pacific Coast gold. Transfers of currency to the interior were \$170,000. The banks received direct by express from the interior was \$1,065,000, the receipts aggregating \$5,334,600, against \$4,891,500 the previous week. Last week shipments were \$1,269,000. The receipts of money this week were from all quarters, and, as was the case last week, the amount received by a number of the banks individually was very disproportionately larger than the shipments. While the various regular reports of the known movements of money last week differed less than \$500,000 to \$1,000,000 at the outside, the loss in cash shown by the bank statement was out of line about \$1,000,000 with those estimates. The statement to-morrow, according to some of the banks and the local, or "unknown movements of money has and deposits. It is known, however, that some of the larger interests have this week been desirous of securing considerable amounts of money, presumably for employment in the securities market.

A sale of twenty shares of the stock of the Trust Compan

A sale of twenty shares of the stock of the Trust Company of the Republic was made in the Broad street curb market yesterday at 7h. This is the lowest price the stock has at 70. In is is the lowest price the stock has ever sold at.

Two hundred thousand dollars was deposited at the United States Sub-Treasury yesterday for transfer to New Orleans.

W. L. Brown has been succeeded as a director of the Illinois Steel Company by C. H. McCullough, Jr., and Mr. McCullough has been made second vice-president, an office created recently.

Business Troubles.

A petition in bankruptcy has been filed against the Frank M. Pierce Engineering Company of 135 Broadway, agent for out of town manufacturers of engines, boilers and machinery. It is alleged that the company has transferred accounts and money due to it to George F. Tremain, who, it is said, bought a controlling interest in the company over a ear ago and became president.

rederick E. Bloch of 1276 Lexington ave me has filed a petition in bankruptoy individually and as a partner with Samuel Vander Wheelan in the business formerly carried on as the Eniversal Art Publishing Company His individual liabilities are \$17,000 and assets \$7 in cash, and the firm liabilities are \$21,185 and no assets.

Hyman Gattles, diamond dealer at \$5 Nassau atreet, made an assignment yesterday to Franklin Nevins. It was said that the assignment was due to lack of ready money to meet maturing obligations.

Schedules in the assignment of the Manhattan Valet System show liabilities \$1,240, and actual assets \$250.

A judgment for \$22,385 was entered yesterday against James Shirley, a promoter, in layor of Rudolph T. McCabe. ue has filed a petition in bankruptcy in-

Court Calendars This Day.

Supreme Court Special Term:—Part II. Court opens at 10:30 A. M. Ex-parte matters.
Surrogates' Court—Chambers Court opens at 10:30 A. M. For Probate—Wills of John B. Porcher at 10 A. M.; Henry J. Holmes, John P. Kohler Ann E. McLaughlin at 10:30 A. M.
City Court—Special Term:—Court opens at 1 A. M. Motions.

COTTON JUMPED UP AGAIN. New Orleans Bulls Belleved to Have th Market Where They Want It.

Prices went up on the Cotton Exchange resterday as violently as they broke on Thursday, and the shorts were decidedly panicky. The jump came at the opening, July rising 45 points, August 40 and Septem-

buy rising to points, August 40 and September 37, other months participating on a smaller scale.

These advances, which equalled about \$2 a bale, held fairly firm through the day, owing to similar quotations from New Orleans and Liverpool, and to short covering.

July closed at 12.11. August at 1188 and July closed at 12:11, August at 11:68 and September at 10:87, these figures being on an average some 18 points under the

on an average some is points under the high price for the day.

Bellef was widespread that the New Orleans bull clique is in control of this and the New Orleans and Liverpool markets.

GOSSIP OF WALL STREET.

The scarcity of stocks around the room when the shorts wanted them made it look as if the "gunning" tactics about which so much was heard on the decline had been reversed and that short accounts were being "gunned" at for a change. Brokers reported from the floor at intervals during the session that stocks were not being offered anywhere with freedom. The same forces that turned the market on Thursday seemed still to be in perfect control of the situation. Several times the bear party gingerly tested the opposition, only to find fresh evidence of its strength. Nearly everybody in the room expected a reaction of 1 per cent. or more from the abrupt advance, and a hostile demonstration on the part of bear crowd was believed to be momentarily imminent. Traders who sold stocks in the early forenoon for a reaction bought them back later on rising quotations. Short covering became urgent in the last hour.

It is the opinion of some ordinarily astute observers that the remaining short interest is very large. A prominent room trader says that the present short interest in St. Paul is about the largest, in his judgment, that has ever existed in that stock, and that the general short account is enormous. This fairly expresses the prevailing idea on the subject.
It was rumored on the floor of the Stock Exchange yesterday that comprehensive plans bear party. Many of the room traders expect are squared. It is taken for granted that the bear party will resist efforts to force it in on a rising market. The attitude yesterday was somewhat surprising. With the professional contingent expecting a reaction and with the sessions of Tuesday and Wednesday in progress, technical conditions seemed to favor a demonstration against values.

traders that the market took stocks in very willingly. Profit-taking on speculative purchases made in Wednesday's session constituted the bulk of the selling, and it was thought, too, that stocks bought to support the market at that time were being distributed again, but the buying power of the market was more than equal to this realizing, so that a scarcity of stocks was being con-stantly remarked. The effect of the selling, such as invariably follows a violent disturbance in the market, was critically obproduced a very favorable impression.

ous buyers all day. The Western contingent appeared to be buying heavily on balance The opinion last night was that a great deal of short stock had been covered at a loss Weil brokers were large buyers of Erie and other stocks. Traders who refused to cover on Thursday, being sceptical of the rally, in the end bid sharply against each other to get back their stocks. They were as much fooled by the continued strength of the market as another class of traders who sold short on the opening, expecting a moderate set-

Commission houses bought freely on balance, though brokerage opinion, as a rule, favored waiting for a reaction before taking on stocks. Many brokers, indeed, advised profit-taking, with the idea of replacing the stocks later at price concessions. The mental attitude of people who have been sitting around brokerage houses waiting to get in at the bottom when they see prices rising is precisely that of a trader who is short of stocks. They fear they have missed their market and cannot easily be dissuaded from buying before it is too late. They have not the patience to wait for a reaction.

The room crowd exhibited at first a sceptical attitude toward Wormser's buying operations in Reading. When he bid 47 for 5,000 Oliver sold him the lot, but instead of retiring from the crowd, as traders seemed to think he would, he went on bidding for more. His buying was variably estimated at from 15,000 to 20,000 shares. Harris, Gates & Co. were also large buyers of Reading. It was the sensational feature of the market in the afternoon. There has existed a large short interest in both Reading and Erie. It was surmised yesterday that the short account in Reading at least was distressed.

Reasons assigned for the genuine buying interest in both Reading and Atchison, in addition to the short covering, were prospective earnings. There is information that the Atchison earnings for May and June are likely to more than offset previous de-creases in this fiscal year, and the forthcoming Reading report is expected to make a very favorable showing.

Foreign houses were heavy buyers all around the room in the early trading, taking between 25,000 and 30,000 shares before selling anything to speak of. Opinions as to what was done on balance did not agree. Some thought London had bought and others that t had sold on balance, but there was no disagreement as to the foreign attitude toward American securities. That is understood to be more bullish than at any previous time since the beginning of the selling movement that brought so many stocks back to Wall Street and reduced foreign holdings to a minimum. Private cable advices say the low prices now prevailing are attracting genuine investment buying, on the strength of which, it is supposed, the arbitrage people will be glad to distribute stocks.

Admitting that the rout of the bear crowd and its urgent bidding for stocks had a great deal to do with the advances that accrued yesterday, some critics think the rise from Thursday's low level has been due as much to a healthy demand for stocks as to short covering, in support of which opinion they call attention to the substantial recovery of the higher grade securities in which little or no short interest has existed.

Blandy, the specialist, was the principal buyer of New York Central, taking about 10,000 shares on the advance.

Commiseration now is reserved for the bear party. Various rumors were current yesterday about the heavy losses that were accruing on the short side of different stocks. The most specific of these were that the short account in Reading was getting squeezed and that the bear crowd in Canadian Pacific was being hurt rather badly. There de-veloped this week a fresh and somewhat argent borrowing demand for that stock. The short account in it is believed to be comparatively small, but vulnerable, owing to the close manner in which the stock is held. Expressions of sympathy were heard also for the short interests in Atchison, Balti-more and Ohio, St. Paul, Union Pacific and several other stocks which are thought still to be oversold.

It seemed as if St. Paul had been held in reserve to be made the basis of an aggressive bull stratagem in the late trading. It did not assume the leadership until in the last hour, its lagging tendency before that time ALBANT, June 12.—Court of Appeals calendar for Monday, June 18.—Nos. 218. 206, 207, 802, 478, 220 Up. At mid-session he was bidding 152 for 5,000 chares.

COAL ROAD MEN NEEDN'T REPLY

JUDGE LACOMBE AGAINST THE COMMERCE COMMISSION.

Upholds the Refusal of Baer and Others to Answer Except as to One Question -Intimates That the Petitioner May Have No Standing in the Case.

Judge Lacombe of the United States Circuit Court handed down a decision yesterday in the matter of the application, by the Interstate Commerce Commission, for an order compelling officers of the coal roads to produce certain contracts before the commission and for an order compelling other officers to answer questions put to them when they were examined before the commission in the action brought to determine whether the coal roads were violating the Interstate Commerce act. The application is denied in every case, except in respect to this question, asked of William H. Truesdale, president of the Delaware, Lackawana and Western Railroad:

"What elements of expenses are included in the item of \$91,321.65 for general ex-

penses?" The Court holds that, "inasmuch as the document containing that item is in evidence before the commission, the witness should answer this specific question. Eleven other questions put to Mr. Truesdale, however, Judge Lacombe holds he need not answer, because they relate entirely to the price of coal, a question with which the Interstate Commerce Commission has nothing to do.

After reading the allegations against the coal roads in the petition Judge Lacombe takes up the question whether the commission had any right to entertain the complaint of a citizen who is not a shipper over the roads complained against and says: In view of the language of the Interstate Commerce act there is great force in the contention that the prosecution before the Intertention that the prosecution before the Interstate Commerce Commission of carriers who
violate the statutes should be at the instance
of a shipper, and that an individual who
merely purchases merchandise, the price of
which is advanced by reason of its including
the cost of transportation from the place of
production to the place of sale, may not
institute and prosecute such a proceeding
where no shipper raises any objections to
the rates charged. In view of the other
grounds of objection which have been interposed, however, it will not be necessary to
decide this question.

Judge Lacombe then takes up the request of the Interstate Commerce Commission to compel David G. Baird, secretary of the Lehigh Valley Coal Company, to produce all contracts for the purchase and transportation of coal entered into since Jan. 1, 1901. The request is denied with the following comment:

The contract, or at least one of the contracts, asked for has been produced and submitted to the Court, and it does not provide, as indicated in the petition, that the "prices paid to the seller are certain percentages of the prices for which the coal is sold at tidewater terminals." prices for which the coar is sold at the water terminals."

It is entirely a contract of purchase, and does not deal at all with the subject of trans-portation. It fixes the price which the Lehigh Valley Coal Company is to pay the seller for coal at a certain percentage of the price at which coal of the same quality and sizes shall be sold during the month at a specified place.

place.
It is in no way different from a contract for the purchase of a specified number of tons of coal at a specified sum in dollars and cents, a contract made in the State of Pennsylvania and to be completed therein by the delivery of coal at the breakers.

The commission asked that Edgar C. Hebbard, secretary of the Guaranty Trust Company of New York, be compelled to produce certain contracts referred to as the "Temple Iron Company contracts." This application is also denied, but the Court suggests that there is a possibility that this company is violating a law, but not one with which the Interstate Commerce Commission, has anything to do: ree Commission has anything to do: On this point the opinion reads:

On this point the opinion reads:

The contracts in question are parts of the machinery by which this combination prevented the building of the new road. If the defendants were being prosecuted under the Sherman Anti-Trust act for having entered into a combination, agreement or contract in restraint of trade, the contracts in question would be relevant testimony. This, however, is not a prosecution under the Anti-Trust act, nor is the interstate Commerce Commission the forum before whom such a prosecution is conducted.

Judga Lacombe refuses to direct George

Judge Lacombe refuses to direct George to answer any of the four questions to which he refused to reply, because the questions, according to the Court, relate to the sale of coal, with which the Interstate Commerce Commission has nothing to do. appeal will be taken from the deci-to the United States Supreme Court. News of Judge Lacombe's decision had a very bullish effect in the stock market upon shares of the coal roads.

A Planter Killed by Lightning. MOBILE, Ala., June 12.-J. D. Godwin, a planter, living in Bluff Springs, Fla., sixty miles south of here, was instantly killed by lightning this afternoon.

BANK REPORTS.

. [No. 1461.]	
REPORT OF THE CONDITION NATIONAL CITY BAN AT NEW YORK, IN THE STATE OF AT THE CLOSE OF BUSINESS, JU	OF THE
NATIONAL CITY BAN	NEW YORK.
AT NEW YORK, IN THE STATE OF	NEW TORK,
DECOUDERS	. 12 0, 1000.
Y and discounts	969,847,027 30
Loans and discounts	\$89,847,027 30 5,520,000 00
U. S. bonds to secure U. S. deposits	12,987,000 00
U. S. bonds on hand	2,016,730 00
U. S. bonds to secure Circulation. U. S. bonds to secure U. S. deposits. U. S. bonds on hand Premiums on U. S. bonds. Stocks, securities, &c. Banking house, furniture and fixtures. Due from national banks (not reserve	1,033,099 77 17,934,454 46 200,000 00
Banking house furniture and fixtures.	200,000 00
Due from national banks (not reserve	
Due from State banks and bankers	5,177,449 48 752,775 74 484,981 98 22,217,188 08 123,950 00
Due from State banks and bankers.	484 061 08
Checks and other cash items. Exchanges for clearing house. Notes of other national banks.	22,217,188 08
Notes of other national banks	123,950 00
Fractional paper currency, michels	
and cents	562 23
Specie	-
Legal tender notes 8,841,000 00	
	80,508,825 00
Redemption fund with U. S. Treas- urer (5 per cent. of circulation) Due from U. S. Treasurer, other than 5 per cent. redemption fund	276,000 00
Due from U. S. Treasurer, other than	210,000 00
5 per cent. redemption fund	252,342 94
	100 217 400 07
	189,257,486 87
LIABILITIES.	
Capital stock paid in	825,000,000 00 8,900,000 00
Surplus fund Undivided profits, less expenses and taxes paid	
taxes paid	6,928,394 84 200,000 00
Tax reserve	5,388,150 00
National bank notes outstanding Due to other national	0,000,150 00
Due to other national	4.5
Due to State banks and	
hankers 4,195,549 16	
The second second miss	1.0
Due to trust companies	-6
bankers	52,264,766 97
	52,264,766 97
	62,264,766 97
	62,264,766 97
Dividends unpaid	62,264,766 97
Dividends unpaid	62,264,766 97
Dividends unpaid	62,284,786 97
Dividends unpaid	- myets
Dividends unpaid	- myets
Dividends unpaid	- myets
Dividends unpaid	72,862,175 06 12,937,000 00 5,277,000 00
Dividends unpaid	72,862,175 06 12,937,000 00 5,277,000 00
Dividends unpaid	72,862,175 06 12,937,000 00 5,277,000 00
Dividends unpaid	72,862,175 06 12,937,000 00 5,277,000 00
Dividends unpaid	72,862,175 06 12,937,000 00 5,277,000 00
Dividends unpaid	72,862,175 06 12,937,000 00 5,277,000 00
Dividends unpaid	72,862,175 06 12,937,000 00 5,277,000 00
Dividends unpaid	72.862.175 08 12.937.000 00 5.277.000 00 5.277.000 00 1889.257.486 87 ork, as.: of the above- it the above- it the above- towledge and N. Cashier. me this 11th COREY.
Dividends unpaid	72.862.175 08 12.937.000 00 5.277.000 00 5.277.000 00 1889.257.486 87 ork, as.: of the above- it the above- it the above- towledge and N. Cashier. me this 11th COREY.
Dividends unpaid	72.862.175 08 12.937.000 00 5.277.000 00 5.277.000 00 1889.257.486 87 ork, as.: of the above- it the above- it the above- towledge and N. Cashier. me this 11th COREY.
Dividends unpaid	72.862.175 08 12.937.000 00 5.277.000 00 5.277.000 00 1889.257.486 87 ork, as.: of the above- it the above- it the above- towledge and N. Cashier. me this 11th COREY.
Dividends unpaid	72.862.175 08 12.637,000 00 5.277,000 00 5.277,000 00 189.257,486 87 ork, as.: of the above towledge and N. Cashter, me this lith COREY, ork county.
Dividends unpaid	72.862.175 08 12.637,000 00 5.277,000 00 5.277,000 00 189.257,486 87 ork, as.: of the above towledge and N. Cashter, me this lith COREY, ork county.
Dividends unpaid	72.862.175 08 12.637,000 00 5.277,000 00 5.277,000 00 189.257,486 87 ork, as.: of the above towledge and N. Cashter, me this lith COREY, ork county.
Dividends unpaid	72.862.175 08 12.937.000 00 5.277.000 00 5.277.000 00 10.75 ork, as.; of the above- towledge and N. Cashier. me this lith COREY, ork county. Directors K. ne 9, 1903.
Dividends unpaid	72.862.175 08 12.937.000 00 5.277.000 00 5.277.000 00 10.75 ork, as.; of the above- towledge and N. Cashier. me this lith COREY, ork county. Directors K. ne 9, 1903.
Dividends unpaid	72.862.175 08 12.937.000 00 5.277.000 00 5.277.000 00 10.75 ork, as.; of the above- towledge and N. Cashier. me this lith COREY, ork county. Directors K. ne 9, 1903.
Dividends unpaid	72.862.175 08 12.937.000 00 5.277.000 00 5.277.000 00 10.75 ork, as.; of the above- towledge and N. Cashier. me this lith COREY, ork county. Directors K. ne 9, 1903.

LIABILITIES.

Capita; stock Surplus profits Circulation Deposits

\$3.659,406 72

375,041 17 243,647 50 2,820,718 05

\$3,659,406 72

S. KELLY, President.
R. B. KELLY, Vice-Prest.
A. THOMPSON, Cashier.

Total

Total

A company that the property of the party of	
BANK REPORTS. INC. 578.] REPORT OF THE CONDITION OF THE CONTRAL NATIONAL BANK. EW YORK, IN THE STATE OF NEW YORK, THE CLOSE OF BUSINESS JUNE 9TH, RESOURCES. and discounts. \$8,529.632 78	THE NATIONAL SHO Of the City Condensed report to RES Loans and discounts U. S. bonds to secure c Other stocks and bond

U. S. bonds to secure U. S. deposts...
N. Y. city bonds...
Premiums on U. S. bonds...
Premiums on N. V. city bonds...
Stocks, securities, &c...
Furniture and fixtures...
Cother real estate and movinged owned
Due from national banks
(not reserve agents)...\$2,810,120 58
Due from State banks
and bankers trust co... 97,926 96 Exchapges for Clearing House... 849,096 52 House...
Notes of other national banks...
Fractional paper currency, nickels and cents...
Lawful money reserve in bank, viz. 10,021 49 Specie.......\$1,122,598 50 Legal tender notes....... 935,220 00 2.067.818 50 Redemption fund with U. S. Treasurer (5 per cent. of circulation)
Due from U. S. Treasurer (other than 5 per cent. redemption fund)...... 68,600 00

5,676,127 4 Capital stock paid in Surplus fund. 400,000 00
Undivided profits less expenses and 1211,162 75
National bank notes outstanding 935,000 00
Due to other national banks 94,474,552 22
Due to State and private banks and bankers. 799,313 30 posit checks.
Certified checks outstanding.
United States deposits.
Deposits of U. S. disburs-

14.177.942 7 Subscribed and sworn to before me this 12th day of tune, 1903.

DAN'L A. SLATTERY, Notary Public. Correct—Attest:
JOHN P. MUNN.
RALPH L. CUTTER.
EDWIN LANGDON.

REPORT OF THE CONDITION OF THE GARFIELD NATIONAL BANK,
AT NEW YORK, IN THE STATE OF NEW YORK,
AT THE CLOSE OF BUSINESS JUNE 9TH, 1903: RESOURCES. RESOURCES.

Loans and diacounts.

Overdrafts, secured and unsecured...

U. S. bonds to secure circulation...
Stocks, securities, etc...
Other real estate owned...

Due from national banks (not reserve agents).

Due from State banks and bankers...
Checks and other cash items...
Exchanges for clearing house... 827,497 65 21,117 17 46,504 16 284,930 14 82,000 00 16.366 41

1.898.469 50 Redemption fund with U. S. Treasurer (5 per cent. of circulation)...... 2,500 00 Capital stock paid in Surplus fund Undivided profits, less expenses and taxes paid National bank notes outstanding Due to other national banks ... \$600,298 86 Due to State banks and bankers ... \$10,470,485 55 trust companies

8,114,491 67 Liabilities other than those above stated, reserved for taxes..... 6,000 00 Total

Total

State of New York, County of New York, 8a.:

I. W. L. DOUGLASS. Cashler of the abovenamed bank, do solemnly awar that the above
statement is true to the beat of my knowledge
and bellef.

Subscribed and sworn to before me this 72th day
of June. 1908.

W. CORNELL BENJAMIN.

Correct—Attest:

POOR.

JAMES MCCUTCHEON.

Directors.

SAMUEL ADAMS.

REPORT OF THE CONDITION OF THE LEATHER MANUFACTURERS NATIONAL BANK,
AT NEW YORK CITY, IN THE STATE OF NEW YORK, AT THE CLOSE OF BUSINESS, JUNE 9, 1908: RESOURCES.

RESOURCES.

Loans and discounts.
Overdrafts, secured and unsecured.
U. S. bonds to secure circulation.
U. S. bonds to secure U. S. deposits.
Stocks, securities, etc.
Banking house, furniture and fixtures
Other real estate owned.
Due from national banks (not reserve 280,745 28 46,069 20 20,617 30 823,002 10 7,710 00 agents)
Due from State banks and bankers...
Checks and other cash items
Exchanges for clearing house
Notes of other national banks.
Fractional paper currency, nickels and agents cents
Lawful money reserve in bank viz.
Specie...\$1,040,883 95 1,840 8 Legal tender notes..... 1,148,886 9 Redemption fund with U. S. Treasurer (5 per cent. of circulation) 25,000 00 Total \$7.228.452 67

Due to trust companies and savings banks.

Dividends unpaid.
Individual deposits subject to check.
Demand certificates of deposit.
Certified checks.
Cashler's checks outstanding.
United States deposits.
U. S. bonds borrowed.

Correct—Attest:
WM. C. STURGES.
A. A. RAVEN.
V. EVERIT MACY.

Directors.

REPORT OF THE CONDITION OF THE GALLATIN NATIONAL BANK.
AT NEW YORK, IN THE STATE OF NEW YORK AT THE CLOSE OF BUSINESS JUNE 8TH, 1908 RESOURCES. RESOURCES.

Loans and discounts.

Overdrafts, unsecured.

U. S. bonds to secure circulation.

U. S. bonds to secure U. S. deposits.

Stocks, securities, etc.

Banking house, furniture and fixtures.

Due from national banks (not reserve \$5,248,920 00 81 55 1,000,000 00 74,000 00 1,284,287 50 500,000 00 Due from national banks (not reserve agents)
Due from State banks and bankers.
Checks and other cash items.
Exchanges for Clearing House.
Notes of other national banks.
Fractional paper currency, nickels and cents.
Lawful money reserve in bank, viz.:
Specie. 2884,426 85
Legal tender notes. 589,398 00 120,897 52 1,478,824 85

50,000 00

20,000 00

Redemption fund with U. S. Treas-urer (5 per cent. of circulation)... Due from U. S. Treasurer other than 5 per cent. redemption fund...

Correct—Attest:
W. EMLEN ROOSEVELT,
FREDERIC W. STEVENS.
ADRIAN ISELIN. Jr.

EAND LEATHER BANK Comptroller COURCES. June 9, 1908 .\$5,108,577 87 50,000 00 288,794 44 465,000 00 8,475,754 94 . \$9.338,127 25

8.802 29 Real estate—banking house 925,000 00 Cash on hand and due from banks. 136,000 00 Total. 50,266 25 LIABILITIES. Taxes anticipat Circulation Deposits 7,919,692 8 Total OPFICERS.
WILLIAM L. MOYER, President.
JOHN A. HILTNER, Vice-Prest, and Cashier.
GILBERT B. SAYRES, Assistant Cashier.
ALFRED J. McGRATH, Assistant Cashier.
AUGUSTUS C. CORBY, Assistant Cashier. . \$9.383,127 25 EXCURSIONS.

THE NEW ROUTE TO **COLLEGE POINT**

EAST 134TH ST. (Bronx) FOR PASSENGERS AND VEHICLES. Sundays-Hourly 8 A.M. to 2 P. M., then half hourly

EAST 99TH ST. ROUTE. Sundays-Hourly to 1 P. M., then half hourly. Week Days-Hourly 9 A. M. to 10 P. M.

\$1.00 EXCURSIONS EVERY SUNDAY. ERIE RAILROAD. SHOHOLA GLEN

GREENWOOD LAKE GLENS. \$1.00-or. with Dinner at Casine, \$1.50. Special express train leaves West 23d St. 9:40, Chambers St. 9:45, Jersey City 10:90 A. M. Return-ing leave Glens 5:00 and 6:58 P. M.

RON STEAMBOAT CO. CONEY ISLAND

Leave FOOT 221) Sf., North River, 9:30, 10:45
i. m., 12:00 m., 1:00, 2:00, 8:00, 4:30, 6:00, 7:00 p. m.
Leave Pier (New No. 1.) Haif hour later.
North River,
Leave NEW IRON PIER, Coney Island, 11:10
i. m., 12:25, 1:40, 2:40, 8:40, 4:40, 6:10, 7:40, 8:40 p. m.
ROUND TRIP TICKETS, 25 CENTS.
ACKER, MERRALL AND CONDIT'S LIQUORS
and CIGARS served under company management.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

UP THE PICTURESQUE HUDSON.
Grand Dally Outings (except Sunday).
By Palace Iron Day Line Steamers.
From Brooklyn, Fulton St. (by Annex) 8:00 A.M
"New York, Deabrosses st. pier 8:40"
"West 129th St. Pier 9:00"
"West 129th St. Pier 9:00"
Returning due in New York 5:30 P. M.
MORNING AND AFTERNOON CONCERTS.

STEAMER GRAND REPUBLIC TO WEST POINT AND NEWBURGH, SUNDAY, JUNE 14. Leave Battery Landing 9 A. M., West 22d St. 0:30 A. M., West 129th St. 10 A. M. STEAMER GENERAL SLOCUM

TO BRIDGEPORT, CONN.
West 22d St. F.50 A. M., Battery Landing 9:10 A. M.,
South 5th St., B'klyn, 9:30 A. M., East 31st St., 10 A. M. FARE—Round Trip—Either Boat—50c. Saturday Afternoon Excursion TO WEST POINT.

Leaving Desbrosses St. 1:45, W. 22d St. 2, W. 129th St. 2:20 P. M. Arriving West Point 4:40. Tickets good to return by any West Shore trains, i. N. Y. Central \$1.10, or Str. "Ramadell," at Ample time to see Dress Parade, Public Buildings &c. Orchestra on beard.

EVERY SUNDAY SEA CLIFF AND & ENWOOD The elegant steamer "ORIENT" leaves Fier 13. E. R., near foot Wall St., 9:30; foot 3 at St., E. R., N. Y., 9:45 A. M. Returning in the evening. Excursion, 50c. SOUND

IDEAL OUTING TRIP SUNDAYS. On SUNDAYS the ficet steel STEAMER RICHARD PECK leaves Pier 40, N. R., foot of Clarkson St., at 9:30 A. M.; East 31st St. 10:15 A. M., due New Haven 2:20 P. M. Returning, due New York, East 31st St., 8:00 P. M.; Pier 40, N. R., 8:45 P. M. Nearly all day on Beautiful Long Island Sound. An hour in New Haven. Fine Restaurant and Cafe service. Tickets, \$1:00. Children, 50 cents.

OCEAN STEAMERS. Hamburg-American. For PLYMOUTH-CHERBOURG-HAMBURG. Twin-Screw Express and Passenger Service Palatia, June 18, 7:30 AM Waldersee, June 27,7 A.M. A.Victoria, June 18,10 AM Deutscal'd, July 2, 11 A.M. Pretoria, June 26, 9 A.M. Moltke....July 9, 0 A.M.

THE GREAT OCEAN FLYER, S. S. Deutschland Record Voyage, & Days 7 Hrs. 38 Min. SAILS JULY 2, AT 11 A.M

HAMBURG-AMERICAN LINE. Offices, 35 & 87 Broadway. Piers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE.
PLYMOUTH-CHERBOURG-BREMEN. Kaiser...June 16, 10 A.M. Kaiser...July 11, 10 A.M. R.Wm.II.June 23, 2 P.M. K. Wm. II.July 21, 1 P.M. Kronpring. July 7, 2 P.M. Kaiser...Aug. 4, 10 A.M. OLERICHS & CO., 5 BROADWAY N. Y. DOMINION LINE PAST TWIN-

Besten—Queenstown—Liverpoel.
Mayflower (new) June 18 | Mayflower (new) July 18 | Commonwealth... July 20 | Commonwealth... July 30 | New England... Aug. 6 | Montreal—Liverpoel—Short sea passage. Resisington... June 20 | Southwark... July 4 | Dominion... June 27 | Canada... July 18 BOSTON Mediterranean SERVICE. CAMBIOM N. Sat., June 20, Aug. 8, Sept. 19 VANCOUVER. Sat., July 18, Aug. 29, Oct. 10 ist class, \$70 upward: 2d class, \$50. For plans, &c. address Dominion Line, Boston, or EDWIN H. LOW. Cen. Agts, 1123 Broadway, N. Y.

AMERICAN LINE

NEW YORK-SOUTHAMPTON-LONDON. New York, June 17, 10 AM | St. Paul, July 1, 10 A. M. Phila... June 24, 10 A. M. | New York July 8, 10 A. M. RED STAR LINE. NEW YORK-ANTWERP-PARIS.
Zeeland, June 13, 10 A.M. | Vaderl'nd, June 27, 10 AM
Plinland, June 20, 10A.M. | Kroonland, July 4, 10 AM
Plers 14 and 16, N. R. Office, 73 Broadway, N. Y. OLD DOMINION LINE. BAHLY SERVICE.

For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Fright and Passenger steamers sall from Pier 26, N. R., foot Beach at, every week day at 8 P. M. H. B. WALRER, Vice-President & Traffic Manager. CUNARD LINE TO LIVERPOOL From Piers 51 and 52 North River.
Lucania. June 13. 8 A.M. | Campania. June 27. 8 A.M. Etruria. | June 20. noon | Umbra... | July 4. noon | EXTRA TUESDAY SERVICE.
Aurania. June 28. 8 P.M. | Carpathia. July 7. 8 P.M. | Carpathi

ANCHOR LINE. Glasgow and Londonderry Ethiopia...June 13, noon | Columbia June 20, noon | Furnessia...July 4, noon First Saloon, 850 to \$100. Second cable, 35 and up; third class, \$26 and up. For new illustrated book of Tours apply to HENDERSON BROTHERS, 17 and 18 B'way, N. Y. ATLANTIC TRANSPORT LINE.
NEW YORK-LONDON DIRECT.
Minn chaha. Ju.18.7:30AM | Mesaba...June 20, 9 A.M.
"Menominee, June 19,9AM | Minnetonka. June 27,7AM
Only first-class passengers carried.
"Passengers disembark at Southampion.
FOR RATES, ETC. APPLY TO 1 BROADWAY.

WHITE STAR LINE.

OCEAN STEAMERS. JAPAN-CHINA Hawaii and Philippine Islands. PACIFIC COAST MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
TOYOKISEF KAISHA.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGL NEW ENGLAND. FALL RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern Points. Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19, N. R., foot of Warren St., week days and Sundays at 5:30 P. M., PROVIDENCE LINE for Providence, Boston, North and East. Steamers PLYMOUTH and CONNECTICUT. Orchestra on each. Leave Pier 18, N. R., foot Murray St., week days only at 6 P. M. STONINGTON LINE for Stonington, Watch Hill, Narraganseit Pier, Boston and East. Steamers MAINE and RHODE ISLAND. Leave Pier 40, N. R., foot Clarkson St., week days only, 6 P. M. MORWICH LINE for New London, Fisher's Island, Norwich, Worcester, Boston, North and East. Steamers CITY OF LOWELL and CITY OF WORCESTER. Leave Pier 40, N. R., foot Clarkson St., week days only, 5:30 P. M. NEW HAVEN LINE for New Haven, Hartford, Springfield and North, from Pier 40, N. R., foot Clarkson St., week days Steamer FFC IARD PECK leaves New York at 4 P.M.; Sundays 9: 30 A.M. (E. 31st St., 10:15 A. M.), returning, due New York 8 P. M. Tickets and staterooms, all Lines at 47, 261, 673. Tickets and staterooms, all Lines at '67, '26', 673, 118', '3 4 Broadway, 3 Park Place, 25 Union Square, 24 Columbus Avenue, 173 W, 12'th Street, 13 E, 125th Street, New York; 4 Court, 85 Fulton Street, 290 Broadway, Brooklyn, and at Piers.

STEAMER MARY POWELL Leaving Desbrosses St. at 3:15 P. M. (Saturdays 1:4 P. M.), W. 22d St. 3:30 P. M. (Saturdays 2 P. M.) 129th St. (on Saturdays and Holidays only), 2:20 P. M. For Highland Falls, West Point, Cornwall, New Burgh, New Hamburg, Milton, Poughkeepste Rondout and Kingston. Orchestra on board.

BY SEA TO MAINE is the most delightful short sea trip out of New York.
Direct route to White Mountains, Bar Harbor,
Rangeley Lakes and all the famous Eastern Coast
and Inland Summer Resorts. and Inland Summer Resorts.

Send for illustrated descriptive booklet, mailed free. Offices, 290 Broadway and Pier (New) 32, East River, New York. Telephone, 1200 Orchard.

JOY ONLY \$2.00 LINE New York to Providence. Fast and elegant steamers leave New York daily, excepting Sunday, at 5 P. M. from Pier 35, East River, foot of Catharine St Telephone: 800 Orchard.

PEOPLES LINE ADIRONDACK OR DEAN RICHMOND leave Pier 32, N. R., foot Canal St, at 6 P. M. week days. Direct rall connections to points North, East and West. Orchestra on each steamer.

HARTFORD LINE from Pier 33 (new), East River, daily, except Sun-day, at 5 P. M., for Connecticut River Landing, con-necting for Springfield, Holyoke, Northfield and all New England points. Send for illustrated folder. TROY BOATS "Saratoga" or "City of Troy" leaves West 10th St. Pier daily, 6 P. M., except Saturday. Direct railroad connections at Troy for all points North and East. SUNDAY STEAMERS TOUCH AT ALBANY. CATSKILL, HUDSON AND COXSACKIE BOATS Leave Pier 43, N. R., every weekday, 6 P. M.

RAILROADS. Pennsylvania

STATIONS 100. 01 West and Street and Desbrosses and Cortlandt Streets.

The leaving time from Desbrosses and Cortlandt Streets is five minutes later than the leaving time for Twenty-third Street in the leaving the street where otherwise noted.

155 A. M. FAST MAIL.—Parior. Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville. Dining Cars. For Chicago, Indianapolis and Louisville.

9:85 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincianati, Indianapolis, St. Louis. Dining Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo and Detroit.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville (via Cincianati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

5:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

5:55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincianati, Indianapolis, Louisville, St. Louis Dining Car. For Welch, W. Va. (via Shenandon Valley Route).

5:55 P. M. WESTERN EXPRESS.—For Chicago.
For Toledo, except Saturday. Dining Car.

For Toledo, except Saturday. Dining Car. 7:55 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxville, daily, via Shenandoab Valley Route. Connects for Cleveland ezcept Saturday.

8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis and St. Louis. Indianapolis and St. Louis.

WASHINGTON AND THE SOUTH.

7.55, 8:28, 9:25 (Dining Car), 10:10 (Desbrosses and Cortlandt Streets, 10:20) (Dining Car), 10:35 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20), 3:25 (Congressional Limited," all Parlor and Dining Cars), 3:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 9:25 P. M., 12:10 night. Sunday, 8:25, 9:25 (Dining Car), 10:35 (Dining Car)

Streets, 5:15. (Dining Car), 9:25 P. M., 12:10 night. SOUTHERN RAILWAY.—Express, 3:25, 4:25 P. M., 12:10 night daily.

ATLANTIC COAST LINE.—Express, 9:25 A. M. and 9:25 P. M. daily.

BEABOARD AIR LINE RAILWAY.—Express, 12:55 P. M. and 12:10 night daily WESTERN RAILWAY.—For Memphis and New Orleans, 2:25 P. M. daily.

CHESAPEARE & OHIO RAILWAY.—7:55 A. M. week days and 4:55 P. M. daily.

FOR OLD POINT COMFORT and NORFOLK.—7:56 A. M. week days and 4:55 P. M. daily.

ATLANTIC CITY.—9:55 A. M. and 2:55 P. M. week days. Sundays, 7:35 A. M. Though Vestibuled Trains. Buffet Parior Cars and Standard Coaches on week days. Parior Smoking Car. Parior Cars, Dining Car and Standard Coaches on week days.

CAPE MAY.—12:55 P. M. week days.

For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 8:55 A. M., 12:10, 2:25, 8:25, 4:10 and 4:55 P. M. week days. Sundays, 9:25 A. M., 4:55 P. M. (from Desbrosses and Cortlandt Streets), 8:30, 9:00 A. M., 12:20, 2:30, 3:40, 4:20 and 5:10 P. M. week days. Sundays, 9:45 A. M., 5:00 P. M. week days. Sundays, 9:45 A. M., 5:00 P. M. week days. Sundays, 9:45 A. M., 5:00 P. M. week days. Sundays, 9:45 A. M., 5:00 P. M. week days. Sundays, 9:45 A. M., 5:00 P. M. week days. Sundays, 9:45 A. M., 5:00 P. M. week days. Sundays, 9:45 A. M., 5:00 P. M. week days. Sundays, 9:45 A. M., 5:00 P. M. week days. Sundays, 9:45 A. M., 5:00 P. M.

A. M., 12:20, 2:30, 3:60, 4:20 and 5:10 P. M. week days. Sundays, 9:45 A. M., 5:00 P. M.

6:05, 7:25, 7:25, 7:25 (Dining Car), 8:25, 8:25, 9:25 (Dining Car), 9:25 (St. Louis Limited), 10:10 (Desbrosses and Cortlandt Streets, 10:20), (Dining Car), 10:25 (Penna, Limited), 10:50 (Dining Car), 10:25 (Penna, Limited), 10:50 (Dining Car), 11:25 A. M., 12:25 (Dining Car), 2:35, 4:25 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20), 2:25, 3:25 (Dining Car), 3:35, 4:25, 4:25 (Dining Car), 4:35 (Dining Car), 4:35 (Dining Car), 4:35 (Dining Car), 8:35, 8:25, 8:25 (Dining Car), 1:25 (Dining Car), 8:25 (Dining Car),

W. ATTERBURY.
General Manager.
GEO. W. BOVD.
General Passenger Agent.
6-2-1903. LEHICH VALLEY.
Foot of West 23d A. Cortlandt and Desbrosses Bts. B.

*Daily | Except Sunday Sunday changes diz 45.

e*10. n5.25. rs.45

Mauch Chunk Local | LV.N.Y. ALV.N.Y. B.

Took of the control of the control

 RAILBOADE & HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK THE.

Trains arrive and depart from Grand Central Station, 12d Street, New York, as below.

North and Westbound trains, except those leaving Grand Central Station at 8:30, 11:30 A. M., 2:18 3:39, 9:15, 11:30 P. M., will stop at 125th st. to receive passengers ten minutes after leaving Grand Central Station.

All Southbound trains except the "20th Century" and the "Empire State Express" and Nos. 36 and 66 will stop at 125th st. ten minutes before the arriving time at Grand Central Station

12.10 A. M.—4MIDNIGHT EXPRESS.—Due Allany 5:58 A. M. Troy 6:50 A. M.

7.54 A. M.—4SYRACUSE LOCAL—Stops at all important station

12.10 A. M.—4SYRACUSE LOCAL—Stops at all important stations.

4.30 A. M.—4EMPIRE STATE EXPRESS.—Most famous train in the world Due Buffalo 4:45, Niagara Falls 5:45 P. M.

9. M.—4DAY EXPRESS.—Makes local stops. Due Buffalo 7:10, Niagara Falls 8:07.

10.30 A. M.—1DAY EXPRESS.—Due Ruthalo 7:55 P. M.

11.30 A. M.—1DAY EXPRESS.—Due Ruthalo 7:55 P. M.

12.50 P. M.—9LIFFALO LIMITED.—Due Buffalo 1:100 P. M., Niagara Falls 8:155 P. M.

12.50 P. M.—9CHICAGO LIMITED.—Due Ruthalo 1:100 P. M., Niagara Falls 8:155 P. M.

12.50 P. M.—9CHICAGO LIMITED.—Due Ruthalo 1:100 P. M., Niagara Falls 8:155 P. M.

12.50 P. M.—9CHICAGO LIMITED.—24 hours to Chicago via Lake Shore 26:4 via M. C.

13.50 P. M.—10 P. M.—10 P. M.—10 P. M.—20 VIA NIAGARA FALLS.

P. M.—'ALBANY AND TROY EXPRESS—Local stops.

J. O. P. M.—'ALBANY AND TROY EXPRESS—Local stops.

J. O. P. M.—'DETROIT, GRAND RAPIDS and Chicago SPECIAL.

P. M.—'DETROIT, GRAND RAPIDS and Chicago SPECIAL.

P. M.—'LAKE SHORE LIMITED—'S hour train to Chicago. All Pullman cart.

Indianapolis 3:10, Chicago 4:30, St. Leas.

J. O. P. M.—WESTERN EXPRESS—25 hours.

J. D. M.—'WESTERN EXPRESS—25 hours.

J. D. M.—'MONTREAL EXPRESS—26 hours.

J. D. M.—'ADIRONDACK AND MONTREAL.

EXPRESS.

J. P. M.—'BUFFALO AND TORONTO.

SPECIAL—Due Ruffalo 7:25 A. M., Nigrara Palls 8:43, Toronto 10:50 A. M.

J. M.—'SPECIAL MAIL LIMITED—

Sleeping car only to Rochester.

P. M.—'SPECIAL MAIL LIMITED—

Sleeping car only to Rochester.

Due Cincinnat 7:50, Indianapolis 10:10

P. M.—'SOUTHWESTERN SPECIAL—

Due Cincinnat 7:50, Indianapolis 10:10

P. M.—'PACIFIC EXPRESS—Chicago.

J. M.—'PACIFIC EXPRESS—Chicago.

J. M.—'CHICAGO THEATRE TRAIN.

Cape Vincent, Ogdensburg, Buffalo, Detroit and Chicago.

Daily. 'Except Sunday, 'Except Monday.

HARLEM Division.

Polling an cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 167, 261, 415 and 12:16 Broadway, to Pullyman cars on all through trains.

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Ticket offices at 167, 261, 415 and 12:16 Broadway, to Pullyman cars on all through trains.

To A. M. P. M.—'BUFFALO A. M. Pullyman cars

NEW YORK CENTRAL ROUTB

NEW YORK CENTRAL ROUTB
BETWEEN

NEW YORK, 80 TON AND
NEW ENGLAND,
Via Springheid and the
BOSTON AND ALBANY RAHLROAD.
(New York Central and Hudson River R. R. Lessee.)
Trains leave Grand Central Station, Fourth
avenue and 42d street, New York, as follows:
19:04 A. M., 112:00 moon, 4:00 P. M., 11:00 P. M.,
arrive at Boston at 3:30 P. M., 5:40 P. M., 10:00 P. M.,
Leave Boston 19:00 A. M., 112:00 noon, 4:00 P. M.,
11:00 P. M., arrive New York 2:30 P. M., 5:40 P. M.,
10:00 P. M., 6:14 A. M.
Tickets at New York Central ticket offices, 167, 415
and 1216 Broadway and at Grand Central Station.
A. H. SMITH,
GEORGE H. DANIELS,
Gen'l Superintendent.
Gen'l Pass'r Agent.

WEST SHORE RAILROAD

(New York Central and Hudson River R. R. Lesson)
Trains leave Franklin St. Stadion, New York, as
follows, and 15 min. later foot West 42d st., N. R.
*7:10 A. M.—For Interm. points to Albany.
11:20 A. M.—(I) Saratogra and Mohawk Express. 11:20 A. M.—(1) Saratora and Mohawk Express.

1:00 P. M.—Chloago Express.

2:28 P. M.—Cont. Lim. for Detroit, Chl.. St. Louia.

13:48 P. M.—(2) for Hudson River points & Albany.

6:00 P. M.—For Roch., Buffalo, Clevel'd & Chleago.

17:48 P. M.—For Syra., Roch., Niag.Falls, Det. & Chl.

9:15 P. M.—For Syra., Roch., Niag.Falls, Det. & Chl.

19:15 P. M.—For Syra., Roch., Niag.Falls, Det. & Chl.

19:16 P. M.—For Syra., Roch., Niag.Falls, Det. & Chl.

19:17 M.—For Syra., Roch., Niag.Falls, Det. & Chl.

19:18 M.—For Syra., Roch., Niag.Falls, Det. & Chl.

20:18 M.—For Syra., Roch., Niag.Falls, Det. & Chl.

19:18 M.—For Roch., Buffalo, Clerotic & Ch

New York and Boston All Rail.

N. Y., N. H. & H. R. R. and connections.

From Grand Central Station.

Leave. By way of
\$1.00 A.M., Hartford and Willimantic.

9:04 A.M., Springfield and Worcester, \$200 P.M.

10:000 A.M., 'New London and Providence, \$300 P.M.

10:002 A.M., 'New London and Providence, \$300 P.M.

10:00 P.M., 'Springfield and Worcester, \$400 P.M.

10:00 P.M., 'Springfield and Worcester, \$540 P.M.

10:00 P.M., 'New London and Providence, \$00 P.M.

20:00 P.M., 'New London and Providence, \$00 P.M.

8:00 P.M., 'New London and Providence, \$00 P.M.

4:00 P.M., 'Springfield and Willimantic, \$00 P.M.

4:00 P.M., 'Springfield and Worcester, 10:00 P.M.

4:00 P.M., 'Springfield and Worcester, 10:00 P.M.

11:00 P.M., 'Springfield and Worcester, 10:00 P.M.

11:00 P.M., 'Springfield and Worcester, 10:16 A.M.

12:00 P.M., 'Springfield and Worcester, 10:16 P.M.

13:00 P.M., 'Springfield and Worcester, 10:16 P.M.

14:00 P.M., 'Springfield and Worcester, 10:16 P.M.

15:00 P.M., 'Springfield and Worcester, 10:16 P.M.

16:00 P.M., 'Springfield and Worcester, 10:16 P.M.

17:00 P.M., 'Springfield and Worcester, 10:16 P.M.

18:00 P.M., 'Springfield and Worcester, 10:16 P.M.

19:00 P.M., 'Springfield and Worcester, 10:16 P.M.

10:00 P.M.

READING SISTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (time from South Ferry five minutes earlier than that shown below).

ROYAL BLUE LINE. ROYAL BLUE LINE.

NEW JERSEY CENTRAL R. R., PHILADEL-PHIA AND READING RY. and BALTI-MORE AND 0 510 R. R.

Leave South Ferry. Liberty St. Ferry.

Balto.-Washington... '19:25 am. '16:30 am. Buffel.
Balto.-Washington... '11:25 am. '11:45 am. Diner.
Balto.-Washington... '11:25 am. '11:45 am. Diner.
Balto.-Washington... '12:55 pm. '1:00 pm. Diner.
Balto.-Washington... '4:55 pm. '5:00 pm. Diner.
Balto.-Washington... '4:51 pm. '5:00 pm. Diner.

'Delly. 'Dally. except Sunday 'Sunday only.

Offices: Liberty St. Ferry. South Perry. Astor
House, 167, 261, 434, 1330, 1334 Broadway, 182 8th
Av... 25 Union Square West, 153-East 125th St., 273

West 125th St., 245 Columbus Av., New York: '4

Court St., 344, 806 Fullon St., Brooklyn: 390 Broadway, Williamsburg. New York Transfer Co. calls for and checks baggage to destination.

BILTIMORE & ONIO RAILROAD

Lv. New York City. South Ferry Liberty St.
Chicago Columbus. *12.55 pm. *1.00 pm. Diner
Pittsburg. Cleveland *3.35 pm. *1.00 pm. Diner
Pittsburg Limited" *6.55 pm. *7.00 pm. Buffet
Cincinnati. St. Louis*10:210 nt. *12.15 nt. Sleeper
Cincinnati. St. Louis*10:25 am. *10:30 am. Diner
Cincinnati. St. Louis* *6.55 pm. *7.00 pm. Buffet
Norfolk. 12.25 pm. *1.00 pm. Diner
*10:191y. *10:191y. except Sunday. *5unday only.
Offices:167.261.434.1800 Froadway. *6 Antor House.
25 Union Square W. 301 Grand St. N. Y.: \$43 Pulton
Street, Brooklyn. South Ferry and Liberty Street.
Baggage checked from hotel or residence to destination.

Lackawanna Railroad. Leave New York, foot Barclay and Christopner st.

18:00 A. M.—For Binghamton and Syracuse.

10:00 A. M.—For Burfalo, Chicago and St. Louis.

14:00 P. M.—For Burfalo, Chicago and St. Louis.

14:00 P. M.—For Burfalo and Chicago.

14:00 P. M.—For Burfalo and Chicago.

16:10 P. M.—For Burfalo and Chicago.

16:10 P. M.—For Utica, Oswego, Ithaca, Burfald.

2:00 A. M.—For Chicago—Sicepers open 9 P. M.

Tickets 167, 429, 1183 Broadway, N. Y.; 329 Fulton st., Brooklyn.

Daily, (Except Sunday)